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this field of industry. It is in this connection that a criticism may be made: in the account of the marvelous industrial development of Pennsylvania too much emphasis has been laid upon the personal and legislative factors—for Mr. Swank is an ardent protectionist—and too little on the existence of unexcelled natural resources. But the latter could be described by any industrious investigator; the former can be given their due weight only by a man as well informed as Mr. Swank. The book is patriotic, optimistic, and full of personal interest. To the economic historian it is extremely valuable. It is to be hoped that other men may be stimulated by this example to record their share in the industrial development of the country.

Princeton University.

ERNEST LUDLOW BOGART.

*A History of the English Agricultural Laborer*, By W. HASBASH, Professor of Political Economy in the University of Kiel. Translated by ROTH KENYON; prefaced by SIDNEY WEBB. (London: P. S. King and Son, 1908. Pp. xvi, 470. 7s. 6d. net.)

An estimate of the character of this economic history can best be got after pointing out that the author is foreign to the country studied and has admirably avoided any bias. His first edition appeared in 1894. Since that time he has gone into the subject much more exhaustively and has brought his study down to 1907. Commenting on the appearance of the book, Sidney Webb says: "It can hardly be considered a credit to England that it should have been left to a foreigner to write the history of the English agricultural laborer, and to trace out the sequence of events which have so completely divorced him from any proprietary interest in the land that he tills or in the produce of his labor. In spite of the facts that the materials for such a history were abundant and easily accessible, and that the subject has for thirty or forty years been one of social and political interest, none of the schools of history of our universities has produced a student with the necessary zeal and capacity to do the work that lay at hand."

The principal fact brought out in the early part of the book is that the ownership in the soil of England is separated "both from the direction and from the performance of agricultural operations." A class of farmers has developed which directs agricultural operations as capitalistic profit-making ventures. They have no permanent interest in the soil—not being owners—and they have no community of interest with landlords or with laborers. On the one side we find the landlords who only want large rents for the use of the land; on the other side we find a class of agricultural laborers "working always under orders, unconcerned either with the improvements of the soil, or the profitableness of the farmer's venture, and possessing no more claim or attachment to the land they till than the factory operative has to the mill in which he works." It is to a study of this class that the author gives his attention almost entirely. He further presents the thesis that with this system, all having different aims, none of the parties concerned has any pecuniary interest in getting the utmost possible yield from the soil.

In developing his subject the author shows in the first chapter how the agricultural laborer rose to personal freedom; in the next chapter he shows how this same class later lost its title to the land of the country which it cultivated; and in the third chapter he shows the resulting degradation. The other parts of the book largely recount the historical endeavors made by these laborers and by others to improve the conditions of the mass and to especially raise a few to better things. The last chapter brings the history up to 1907.

In the introduction the author notes that "in tracing the development of the working classes or of any section of them, it has to be shown how numbers of persons came to be at once free and propertyless, and hence obliged to live upon the proceeds of their labor, and what circumstances prevent them from rising to a higher social grade." He then proceeds to do this and accomplishes his purpose admirably.

In the conclusion the present lamentable condition of affairs is shown, and the fact is clearly brought out that the landlords, farmers and laborers are alike dissatisfied, and that agriculture is in a very unhappy condition. This he lays at the door of the present system and urges and predicts that "a connection between

land and laborer will once again be established; for there is no other way out of existing difficulties."

The book is an excellent study of the condition of a large division of the laboring class of England. So much has been written concerning those who labor in cities—in other industries than agriculture—at home and abroad, that it is refreshing to find so thorough a study of the conditions surrounding those who are in agriculture. A similar study for the United States would be gratefully received by large numbers of people. The materials are available if some student with the necessary zeal, industry, capacity and means would undertake the task.

JOHN LEE COULTER.

University of Minnesota.

*When Railroads Were New.* By C. F. CARTER. (New York: Henry Holt and Company, 1909. \$2.)

In this book Mr. Carter has presented the human side of railway building. The struggles, the difficulties, the successes, and the triumphs of the pioneers in the construction of a number of our great railway systems have provided him with the material for an interesting story. As an engineer, he has dealt principally with the engineering achievements. In successive chapters he has given a popular picture of the planning and construction of the Baltimore and Ohio, the Pennsylvania, the Erie, the New York Central, the Union Pacific, the Santa Fé, and the Canadian Pacific railroads. Judged by the purpose for which it was written, Mr. Carter's work must be said to be successful. The wonder is that it should not have been done before, but the record of the human element has usually been neglected for the more objective and impersonal factors. Glorifying, as he does, the achievements of the successful men, the author shows too little patience with the doubters who had first to be convinced before they would admit the practicability of the new means of transportation. Although he pays a merited tribute to the management of the Canadian Pacific, in general his attitude is one of unaffected admiration for American men and methods, of which the following is